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A journal of transport timetable history and analysis



**Inside: Timetables of the Great North of Scotland
Down through the decades with WN #41
Letters...Letters...Letters**

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The Times

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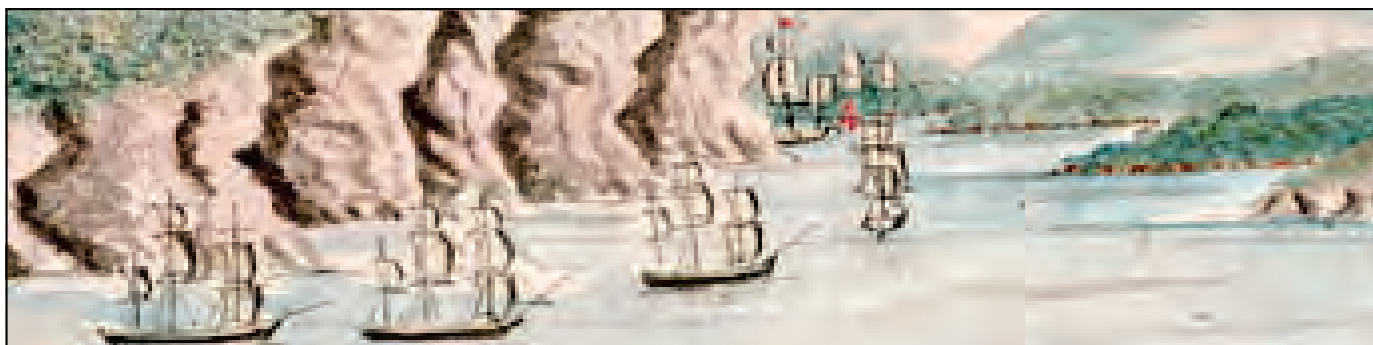
On the front cover

Top: Gresley A4 Pacific 60019 at Stirling North with the 0710 *Bon Accord*, Aberdeen— Glasgow express.

2. Fraserburgh station on the last day of passenger services 2-October*1965

-Jim Stokes photos

Former Editor Graham Duffin used to reckon that the essence of a good magazine was the extent to which it attracted letters. If he is right, then The Times is on a steep improvement curve. In this issue are a clutch of letters based on 3 different articles from recent editions of The Times. Next month— another clutch addressing themselves to Railway Crimes.... Not of the Japanese Ten-to-Sen type but those committed right here, under our noses. Keep them rolling in!



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Jim Stokes, David Whiteford, Albert Isaacs, Jim Wells, Tony Bailey, Ian Brady welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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Timetabling the Great North of Scotland railway 1956-1965

JIM STOKES

The Great North of Scotland Railway (GNSR) was the smallest of the five major Scottish railway companies. In 1923 it became the northernmost section of the London and North Eastern Railway, although in terms of ownership it was isolated from the rest of the LNER system. At Aberdeen it joined the East Coast main line of the former Caledonian Railway, which from 1923 was part of the London, Midland and Scottish Railway; the LNER had running powers to Aberdeen from Kinaber Jct, north of Dundee. Aberdeen thus had two main line services from the south, one being LNER trains from London Kings Cross and Edinburgh via the East Coast main line, the Forth and Tay bridges and Dundee and the other being LMSR trains from Glasgow via Perth and the Caledonian main line through Forfar. At its western end the GNSR joined the former Highland Railway section of the LMSR at Keith Jct, Elgin and Boat of Garten. The LNER and LMSR lines were merged into British Railways' Scottish Region in 1948, but obvious distinctions between the two systems remained.

The backbone of the GNSR was the eastern portion of the Aberdeen to Inverness main line from Aberdeen to Keith Jct and Elgin. The Aberdeen - Keith Jct section was the only substantial length of double track on the GNSR. To the north of the main line there was a series of branches to serve farmlands and fishing ports in the counties of Aberdeen, Banff and Moray, while to the south the Deeside and Speyside lines took the GNSR into more spectacular mountain country. The Deeside line was the royal train route to Balmoral Castle. Timetabling the GNSR was complicated by the fact that the Aberdeen - Elgin - Inverness line split into three at Cairnie Jct/Grange/ Keith Jct, with separate lines continuing westwards to Elgin via Craigella-chie, Mulben and the Moray Coast. The Mulben line, which was a former Highland Railway line west of Keith Jct, was the most direct. The timetablers thus had to try to give


reasonable connections at both the Aberdeen and Elgin ends of the system, which was difficult because traffic only justified running a few trains in each direction daily.

To show how the timetablers tackled these problems I have taken the GNSR section timetables from Bradshaw's Guide for the period from 7 May to 10 June 1956 (our pages 3 to 6) and the British Rail

Scottish Region timetable in force from 14 June 1965 to 17 April 1966 (our pages 7 to 10). The 1956 timetable is close to the end of the steam era, as the GNSR lines were dieselised between 1958 and 1961. The 1965 timetable is a requiem for most of the GNSR lines. The 1963 Beeching Report had recommended closure of virtually the whole of the GNSR system apart

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NOTICE

The Time Tables in this Guide have been arranged in separate sections as shown in the contents below. At the top left or right hand corner of each tabular page will be found the table number or numbers prefixed by one of the following letters to indicate the particular Region or Section to which the Table or Tables on the page belong.

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Eastern	E	Liverpool St. Station, London, E.C.2	Bishopsgate 7600	749-996
North Eastern	N	York	York 53022	998-1053
Scottish	Sc	302, Buchanan St., Glasgow, C.2	Douglas 2900	1054-1175
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Table 29

Weekdays

Aberdeen to Elgin and Inverness

Miles from Aberdeen	Miles from Keith Junction	Miles from Carnie Junction		A		B		C		50	
				07 10 07 50	10 15	11 45	13 30	13 30	13 40		
			ABERDEEN	d	05 00						
			KITTYBREWSTER	d	05 05						
			DYCE	d	05 10						
			INVERURIE	d	05 30						
			PITCAPLE	d							
			OYNE	d	05 47						
			INISCH	d							
			KENNETHMONT	d							
			GARTLY	d	06 02						
			HUNTLY	d	06 12						
			ROTHBAY	d							
			CAIRNIE JUNCTION	a							
			GRANGE	a	06 46						
			KEITH JUNCTION	a	06 27						
			KEITH TOWN	d	06 37						
			AUCHINDACHY	d							
			TOWIEMORE HALT	d							
			DRUMHUR	d							
			DUFFTOWN	d							
			CRAIGELLACHIE	d							
			ROTHES	d							
			LONGHORN	d							
			KNOCK	d	06 53						
			GLENBARRY	d	06 58						
			CORNWALL	d	07 03						
			TILLYNAUGHT	d	07 10						
			PORTSOY	d	07 15						
			CULLEN	d	07 27						
			FORTKNOCKIE	d	07 32						
			FINDOCHTY	d	07 36						
			PORTFESSIE	d	07 40						
			BUCKIE	d	07 44						
			PORTGORDON	d	07 50						
			SPEY BAY	d	07 55						
			GARMOUTH	d	07 58						
			URQUHART	d	08 04						
			CALCOTS	d	08 09						
			ELGIN	a	07 03	08 16 08 30	09 47 09 22	10 02	12 59 12 55	13 15	14 06
			FORRES	a	06 20	07 05	09 23		13 17		
			NAIRN	a	06 36	07 21	09 39		13 34		
			INVERNESS	a	06 40	07 22	09 40		13 35		

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

A Through carriages Keith Junction, dep 06 34 to Elgin
B Through carriages Keith Junction to Aviemore arr 11 33
C Through carriages Elgin dep 11 50 to Keith Junction via Buckie
d Stop to take up on timorous notice to Station Master
a Arr. 05 27

had good connections at Craigellachie in both the Aberdeen and Elgin directions, but the early afternoon train connected only with a train for Aberdeen northbound and a train from Inverness and Elgin southbound. On Saturday evenings there was an additional train from Keith Jct to Boat of Garten, which included through cars from Aberdeen; the cars were returned to Keith in a goods train on Mondays.

Connections at the Boat of Garten end of the line were limited. The morning and early afternoon southbound trains connected with trains to Glasgow and Edinburgh, the afternoon train also giving a connection to the overnight sleeping car service to London Euston. The late afternoon northbound train had a connection from Glasgow that included overnight sleeping cars from London Euston.

The 1965 timetable retained the basic three train weekday service, but the use of diesel locomotives that could be easily reversed at intermediate stations had allowed some improvements. In addition all weekday trains operated to and from Aviemore, giving direct connection with the Highland main line. The morning train connected at Aviemore with the Royal Highlander overnight sleeping car service from London Euston; it ran to

Keith Jct and returned to Aviemore in time to connect with the morning Inverness - Glasgow train. The early afternoon train ran to Elgin and return; it had an Aberdeen connection from Craigellachie and got back to Aviemore in time to connect with the afternoon train from Inverness to Glasgow and Edinburgh. Passengers who were

prepared to spend almost three hours at Aviemore could use this train to catch the southbound Royal Highlander. On Saturday nights the late afternoon southbound train terminated at Grantown on Spey (East) and then returned to Craigellachie to connect with a train from Aberdeen before working the 20.55 service to Aviemore.

The Moray Coast branches: Lossiemouth and Banff

The Lossiemouth and Banff branches served Moray Coast fishing ports. They both lost their passenger trains in 1964, although they had goods trains until 1966 and 1968 respectively. In 1956 Lossiemouth had three trains in each direction, mostly with connections to or from Aberdeen. The Banff line had four trains to Tillynaught on weekdays, with connections to (apart from the last train of the day) and from Aberdeen. Most trains also had a westbound connection to Elgin. There was an additional trip from Banff at 1.0 pm on Saturdays that had no connections.

The Buchan lines: Peterhead, Fraserburgh and St Combs

In 1956 there were five trains be-

Table 29

Weekdays

Aberdeen to Elgin and Inverness

	50	55	A	55	50	50
ABERDEEN	d	12 40 13 50 14 10	15 55	16 15	18 00	18 25
KITTYBREWSTER	d		14 15	16 00	18 30	18 55
DYCE	d		14 15	16 00	18 30	18 55
INVERURIE	d	13 04 14 13 14 37	16 25	16 42	18 23	18 53
PITCAPLE	d	13 11	16 32		19 00	
OYNE	d	13 17	16 38		19 06	
INISCH	d	13 22	16 44		19 12	
KENNETHMONT	d		16 53		19 21	
GARTLY	d		17 00		19 28	
HUNTLY	d	14 43 15 10	17 09		19 37	
ROTHBAY	d		17 16		19 44	
CAIRNIE JUNCTION	a	15 19	17 21		19 49	
GRANGE	d	15 21	17 23	17 30		19 51
KEITH JUNCTION	a	14 58	17 34		19 07	19 55
KEITH TOWN	d	15 00	17 36		19 08 19 25	20 05
AUCHINDACHY	d		17 44			20 05
TOWIEMORE HALT	d		17 48			20 16
DRUMHUR	d		17 52			20 18
DUFFTOWN	d		18 02			20 28
CRAIGELLACHIE	d		18 16			20 32
ROTHES	d		18 19			20 46
LONGHORN	d		18 37			21 00
KNOCK	d		17 37			21 15
GLENBARRY	d		17 42			20 02
CORNWALL	d		17 47			20 08
TILLYNAUGHT	d	15 42	17 54			20 14
PORTSOY	d	15 47	17 59			20 19
CULLEN	d	15 59	18 11			20 31
FORTKNOCKIE	d	16 04	18 16			20 36
FINDOCHTY	d	16 08	18 20			20 40
PORTFESSIE	d	16 12	18 24			20 44
BUCKIE	d	16 16	18 31			20 46
PORTGORDON	d	16 22	18 37			20 52
SPEY BAY	d	16 27	18 42			20 57
GARMOUTH	d	16 30	18 45			21 00
URQUHART	d	16 36	18 51			21 06
CALCOTS	d	16 40	18 56			21 15
ELGIN	a	15 22 16 47	16 43	18 43	19 02	19 30 20 00 21 15
FORRES	a	15 23	16 44	18 44	19 03	19 31
NAIRN	a	15 39	16 40	18 40	19 09	19 50
INVERNESS	a	15 55	16 46	18 46	19 25	20 05

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

A Through carriages Keith Town dep 17 10 to Elgin
a Arrives 5 minutes earlier

tween Aberdeen and Fraserburgh, three of which dropped through carriages for Peterhead at Maud Jct. Trains stopped at all or most stations and took the best part of two hours to cover the 47 miles from Aberdeen to Fraserburgh. Mormond Halt had a service on Saturdays only. Buchan line trains were not remarkable for good connections at Aberdeen. Most southbound journeys involved a wait of an hour or two at Aberdeen, although the 3.0 pm train from Fraserburgh had quite good connections to Glasgow and Edinburgh. Northbound the first Fraserburgh train of the day left Aberdeen just four minutes before the arrival of the Aberdonian from London Kings Cross and there was no connection off trains from Edinburgh and Glasgow that did not involve a substantial wait. The single-track Buchan lines carried a heavy traffic in fish as well as the five passenger trains, so the operating authorities were probably glad enough to minimise the risk of delays by allowing generous connection times at Aberdeen for trains from the south.

The most unusual feature of the Buchan lines was the five-mile long light railway from Fraserburgh to St Combs, which was virtually a Fraserburgh suburban service. It had no less than eight trains in each direction, with an extra one

Table 29 **Weekdays**

Inverness and Elgin to Aberdeen

Miles from Elgin	Miles from Inverness		A	B	C	D	E	50
		INVERNESS d			06 05		08 30	10 45
	15	NAIRN d			06 24		08 50	11 05
	24	FORRES d			06 38		09 04	11 19
		ELGIN a	05 32		06 39		09 05	11 20
	37	ELGIN d	05 50		06 55		09 20	11 35
			06 00	06 10		09 00	08 58	09 23
3		CALCOTS d		06 06				
5 1/2		URQUHART d						11 56
8 1/2		GARMOUTH d						12 01
10		SPY BAY d				09 11		12 07
12 1/2		PORTGORDON d		06 19		09 14		12 10
14 1/2		BUCKIE d		06 29		09 19		12 15
16		FORTRESS d		06 32		09 31		12 25
17 1/2		FINDOCHTY d		06 36		09 38		12 32
18 1/2		FORTKNOCKIE d		06 40		09 42		12 36
21		CULLEN d		06 46		09 48		12 42
26 1/2		PORTSOY d		06 58		10 00		12 54
29 1/2		TILTNAUGHT d		07 11		10 08		13 02
31 1/2		CONNELL d		07 16		10 13		13 07
34 1/2		GLENBARRY d		07 24		10 21		13 15
35 1/2		KNOCK d		07 27		10 24		13 18
3		LONGHORN d			06 18		09 09	
9 1/2		ROTHES d			06 33		09 24	
12 1/2		CRAIGELACHE d			06 40	08 54	09 32	
14 1/2		DUFFTOWN d			06 50	09 04	09 42	
20 1/2		BRUMHUIR d			07 00	09 14	09 56	
27		TOWYMORE HALL d			07 03	09 17		
27 1/2		AUCHINDRACHY d			07 07			
26 1/2		KEITH TOWN d			07 13	08 05 09 26	10 06	
27 1/2		KEITH JUNCTION a			07 15	08 07 09 30	10 08	
21		GRANGE d	06 25 06 34		07 20	08 10	09 47	12 01
59 1/2		CAIRNIE JUNCTION a	06 42		07 27	08 17	09 48	11 10
63		ROTHEMAY d			07 29	08 19	10 19	11 17
67 1/2		HUNTLY d			07 34 07 29	08 19 10 19	10 31	13 25
72 1/2		GARTLY d			07 43	08 35	10 36	13 30
75 1/2		KENNETHMONT d			07 45	08 35	10 04	12 18
80 1/2		INSCH d			07 55			
83 1/2		OYNE d			08 05			
88 1/2		PITCAPLE d			08 19		11 08	
91 1/2		INVERURIE d			08 25			
102		DYCE d			08 30			
107		KITTY BREWSTER d			08 35			
108 1/2		ABERDEEN a			08 40	11 26	10 34	12 48
					07 41	08 18	11 46	
					07 45	08 25	09 00	
					07 52	08 29	09 04	11 50
								13 15

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

A Through carriages Keith Junction to Elgin arr. 08 16 via Buckie
B Through carriages Aviemore dep. 04 20 to Elgin
C Through carriages Aviemore dep. 07 34 to Keith Junction
D Through carriages Elgin to Aberdeen arr. 11 50
E Through carriages Elgin to Keith Junction arr. 13 40

a Connection at Cairnie Junction for Elgin via Buckie
b Connection at Cairnie Junction for Elgin via Buckie
c Stops when required

on Saturdays, giving it easily the best service on any of the GNSR lines apart from Aberdeen - Keith Jct. But here again connections were not high on the timetabler's agenda. Only two St Combs trains in each direction offered anything that could be called a connection at Fraserburgh. A passenger who

left St Combs on the best connection of the day at 8.25 am would eventually arrive at Glasgow at 5.27 pm, which was a journey of nine hours to cover 205 miles. A journey to London Kings Cross would involve leaving St Combs at 1.40 pm to arrive in London on the Aberdonian at 7.15 am the next morning.

By the time of the 1965 timetable the Peterhead and St Combs passenger services had already been withdrawn and Fraserburgh was about to follow. Goods services survived to Peterhead until 1970 and to Fraserburgh until 1979. Fraserburgh had five services to and from Aberdeen, although most connections with main line trains still involved a wait of an hour or more and some trains had no connections at all. The first Down and last Up Fraserburgh trains had good connections with the Aberdonian from/to London Kings Cross, while the first Up train connected with an Edinburgh express with through cars for London Kings Cross and also with the Saint Mungo for Glasgow. The 12.25 and 18.10 Down trains had connections from Edinburgh and also Glasgow connections from the Grampian and the Bon Accord respectively.

Table 29 **Weekdays**

Inverness and Elgin to Aberdeen

	S0	B	C	B	C	A	E	50
INVERNESS d						14 30		
NAIRN d						14 50		17 30
FORRES d						15 04		18 04
ELGIN a						15 05		18 05
ELGIN d						15 20		18 21
		13 52	13 52	13 55	13 59	15 23	15 35	16 27
							17 42	18 22
								19 09 19 07
CALCOTS d		14 02	14 02			15 45		18 04
URQUHART d		14 08	14 08			15 51		18 09
GARMOUTH d		14 11	14 11			16 07		18 15
SPY BAY d		14 22	14 24			16 15		18 23
PORTGORDON d		14 29	14 30			16 22		18 29
BUCKIE d		14 38	14 40			16 30		19 01
FORTRESS d		14 50	14 52			16 41		19 07
FINDOCHTY d		14 58	15 01			16 49		19 15
FORTKNOCKIE d						17 00		19 23
CULLEN d								20 03
PORTSOY d								20 12
TILTNAUGHT d								20 23
CONNELL d								
GLENBARRY d								
KNOCK d								
LONGHORN d						16 35		17 50
ROTHES d						16 50		18 05
CRAIGELACHE d						17 17		18 33
DUFFTOWN d						17 22		18 39
BRUMHUIR d						17 37		18 52
TOWYMORE HALL d						17 42		18 57
AUCHINDRACHY d						17 57		19 12
KEITH TOWN d						18 12		19 27
KEITH JUNCTION a						18 17		19 32
GRANGE d						18 22		19 37
CAIRNIE JUNCTION a						18 27		19 42
		15 17 15 20	15 11 15 14			17 00		18 15
								19 30
								20 00
ROTHEMAY d						17 52		19 07
HUNTLY d						18 05		19 20
GARTLY d						18 11		19 26
KENNETHMONT d						18 25		19 40
INSCH d						18 30		19 45
OYNE d						18 35		19 50
PITCAPLE d						18 40		19 55
INVERURIE d						18 45		20 00
DYCE d						18 50		20 05
KITTY BREWSTER d						18 55		20 10
ABERDEEN a						19 00		20 15

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

A Through carriages Keith Town to Elgin arr. 19 03 via Buckie
B Until 4 September
C From 6 September
e Saturdays only
f 2 minutes later on Saturdays

Table 30

Weekdays

Aberdeen to Fraserburgh

Table with columns for Miles, Station, and times. Stations include Aberdeen, Killybreweater, Dyce, Newmachar, Udony, Logierie, Ellon, Arnage, Auchnagatt, Maud Junction, Brucklay, Strichen, Hornhond Halt, Lonmay, Rathen, Philorth Halt, and Fraserburgh.

Table 32

Weekdays

Fraserburgh to Aberdeen

Table with columns for Miles, Station, and times. Stations include Fraserburgh, Philorth Halt, Rathen, Lonmay, Hornhond Halt, Strichen, Brucklay, Maud Junction, Auchnagatt, Arnage, Ellon, Logierie, Udony, Newmachar, Dyce, Killybreweater, and Aberdeen.

Heavy figures denote through carriages. Light figures denote connecting services. For general notes see page 2.

- b Stops to set down on request to Guard, or when there are passengers to take up. c Calls on Wednesdays and Saturdays only to set down on request to guard. e Calls on Saturdays only. h Arrives 4 minutes earlier. i Calls when required on Saturdays only. k Arrives 5 minutes earlier.

The Deeside line: Aberdeen to Ballater

In 1956 Ballater had three trains in each direction, stopping at all or most stations. The first Down Ballater train allowed passengers off the Aberdonian more than an hour to find breakfast at Aberdeen before they continued to Deeside, while the evening Down train had quite good connections off the North Briton from York via Edinburgh and the Bon Accord from Glasgow. In the Up direction the first train of the day connected with the Saint Mungo for Glasgow and also with an Edinburgh express that continued to London Kings Cross as the Heart of Midlothian. The late morning Up train had fairly generous connections to Glasgow and to York via Edinburgh, while the afternoon Up train had good connections to the Up Granite City for Glasgow and to an Edinburgh express with an onward overnight connection to London Kings Cross. London passengers could also wait for the Up Aberdonian at 7.10 pm.

The 1965 Ballater service had increased to six trains in each direction, although journey times had not been reduced significantly. The range of connections was rather

better, partly because some Edinburgh and Glasgow trains had been timed to arrive at or leave Aberdeen fairly close together, so that one branch train could connect with both. In the Down direc-

tion the 08.09 from Aberdeen offered a leisurely connection with the Aberdonian and the 09.38 offered a good connection with another train from London Kings Cross which included sleeping cars. The 13.55 and 18.10 trains had good connections from Edinburgh and Glasgow, the Glasgow connections being with the Granite City and Bon Accord respectively. The 20.35 had connections from London Kings Cross via Edinburgh and a very tight connection with the Saint Mungo from Glasgow.

In the Up direction the 07.20 out of Ballater provided a leisurely connection with the Up Saint Mungo and with a train for Edinburgh and London Kings Cross. The 15.25 had connections for Edinburgh and the Granite City for Glasgow and the 18.51 got passengers to Aberdeen in plenty of time to catch the 19.15 to Edinburgh and London Kings Cross and the 20.30 Aberdonian to London. As in 1956 the northbound Aberdonian called at Edinburgh, but the southbound service did not.

Table 31

Weekdays

Aberdeen to Ballater

Table with columns for Miles, Station, and times. Stations include Aberdeen, Cults, Park, Crathes, Banchory, Deeside Street Halt, Glassel, Torphins, Lumphannan, Dess, Aboyne, Dinnet, Camulus O'Hay Halt, and Ballater.

Weekdays

Ballater to Aberdeen

Table with columns for Miles, Station, and times. Stations include Ballater, Camulus O'Hay Halt, Dinnet, Dess, Lumphannan, Torphins, Glassel, Deeside Street Halt, Banchory, Crathes, Park, Cults, and Aberdeen.

Heavy figures denote through carriages. Light figures denote connecting services. For general notes see page 2.

- A Until 7 October. B Fridays and Saturdays only from 8 October.

- b Calls to set down on request to guard or when there are passengers to take up. c Arrives 4 minutes earlier. e Arrives 6 minutes earlier.



Table 32

Weekdays

Aviemore to Craigellachie and Elgin

Miles		A	B	C	D	E	G	R	Q	50
—	AVIEMORE	d 04 20		07 34	09 19					
5 1/2	BOAT OF GARTEN	d 04 29		07 44	09 28					
10	NETHY BRIDGE HALT	d		07 54						
11	BALLFURTH FARM HALT	d		b						
14 1/2	GRANTOWN ON SPEY (EAST)	d		08 08						
17 1/2	CROMDALE	d		b						
21	DALVEY FARM HALT	d		08 17						
22 1/2	ADVIE	d		08 23						
26 1/2	BALLINDALLOCH	d		08 27						
28 1/2	BLACKSBOT	d		08 31						
30 1/2	KNOCKANDO	d		b						
30 1/2	GILBERT'S COTTAGES HALT	d		b						
31 1/2	IMPERIAL COTTAGES HALT	d		b						
33	CARRON	d		08 41						
34	DAILUAINE HALT	d		b						
36 1/2	ABERLOUR	d		08 49						
38 1/2	CRAGELLACHIE	d		08 53						
41 1/2	ROTHES	d		08 59	09 17	12 28		13 40	13 45	16 13
45 1/2	LONGHORN	d		08 24	09 41	12 49		13 46	13 51	16 19
48 1/2	ELGIN	a		08 30	09 47	12 55		14 11	14 15	16 43

Weekdays

Sundays

	U	Q	K	H	Q	50	L	50		H
AVIEMORE	d 16 50	16 55		18 25	18 30					
BOAT OF GARTEN	d 17 00	17 05		18 35	18 40				20 35	20 44
NETHY BRIDGE HALT	d 17 10	17 15							09 52	12 01
BALLFURTH FARM HALT	d	b							09 03	12 12
GRANTOWN ON SPEY (EAST)	d 17 24	17 29				19 45				
CROMDALE	d	b				b				
DALVEY FARM HALT	d	b				b				
ADVIE	d 17 33	17 38				19 50				
BALLINDALLOCH	d 17 39	17 44				20 05				
BLACKSBOT	d 17 43	17 48				20 09				
KNOCKANDO	d 17 48	17 53				20 14				
GILBERT'S COTTAGES HALT	d	b				b				
IMPERIAL COTTAGES HALT	d	b				b				
CARRON	d 17 56	18 01				20 22				
DAILUAINE HALT	d	b				b				
ABERLOUR	d 18 04	18 09				20 50				
CRAGELLACHIE	d 18 08	18 13	18 16			20 54				
ROTHES	d		18 22			21 00				
LONGHORN	d		18 37			21 15				
ELGIN	a		18 43			21 21				

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

For other trains between Boat of Garten and Granttown-on-Spey West see Table 28

- A Through carriage Aviemore to Elgin via Forres arr 05 50
- B Through carriage Keith Junction dep 07 25 to Elgin
- C Through carriage Aviemore to Keith Junction arr 09 28
- D Through carriage Aberdeen dep 07 10
- E Through carriage from Cairnie Junction dep 11 40
- G Through carriage dep 15 27 Cairnie Junction to Elgin
- H From 11 September
- K Through carriage from Aberdeen dep 15 55
- L Through carriage Cairnie Junction dep 20 05 to Elgin
- N Until 5 September
- Q Until 4 September
- R From 6 September
- U Except Saturdays to 3 September. Daily from 6 September

b Calls to set down on request to guard or when there are passengers to be taken up

Table 32

Weekdays

Elgin and Craigellachie to Aviemore

Miles		A	B	C	D	R	H	H	H	H
—	ELGIN	d 06 10	09 00				12 25	12 29	14 20	14 45
3	LONGHORN	d 06 18	09 09				14 03	14 07	14 28	14 53
9 1/2	ROTHES	d 06 33	09 24				14 18	14 22	14 43	15 08
12 1/2	CRAGELLACHIE	d 06 40	09 32	10 15			14 26	14 29	14 52	15 17
14 1/2	ABERLOUR	d		10 21					14 58	15 23
17 1/2	DAILUAINE HALT	d		b					b	b
18 1/2	CARRON	d		10 29					15 06	15 31
18 1/2	IMPERIAL COTTAGES HALT	d		b					b	b
20 1/2	GILBERT COTTAGES HALT	d		b					b	b
20 1/2	KNOCKANDO	d		10 36					15 14	15 39
21	BLACKSBOT	d		10 41					15 19	15 44
24 1/2	BALLINDALLOCH	d		10 46					15 24	15 49
27 1/2	ADVIE	d		10 52					15 30	15 55
30 1/2	DALVEY FARM HALT	d		b					b	b
33 1/2	CROMDALE	d		11 02					15 40	16 05
36 1/2	GRANTOWN-ON-SPEY (EAST)	d		11 07					15 45	16 10
39 1/2	BALLFURTH FARM HALT	d		b					b	b
41 1/2	NETHY BRIDGE HALT	d		11 16					15 55	16 20
46	BOAT OF GARTEN	d		08 55	11 19	11 28	12 47	16 05	16 30	16 40
51 1/2	AVIEMORE	a		09 03	11 27	11 35	12 58	16 12	16 37	16 50

Weekdays

Sundays

	J	K	L	G	H	50	L	50		50
ELGIN	d 16 27	17 42							19 07	
LONGHORN	d 16 35	17 50							19 15	
ROTHES	d 16 50	18 05							19 30	
CRAGELLACHIE	d 16 57	18 15							19 37	
ABERLOUR	d			18 45	18 45				20 55	
DAILUAINE HALT	d			18 51	18 51				21 01	
CARRON	d			18 59	18 59				21 09	
IMPERIAL COTTAGES HALT	d			b	b				b	b
GILBERT COTTAGES HALT	d			b	b				b	b
KNOCKANDO	d			19 06	19 06				21 16	
BLACKSBOT	d			19 11	19 11				21 21	
BALLINDALLOCH	d			19 16	19 16				21 25	
ADVIE	d			19 22	19 22				21 31	
DALVEY FARM HALT	d			b	b				b	b
CROMDALE	d			19 32	19 32				21 41	
GRANTOWN-ON-SPEY (EAST)	d			19 37	19 37				21 46	
BALLFURTH FARM HALT	d			b	b				b	b
NETHY BRIDGE HALT	d			19 46	19 46				21 53	
BOAT OF GARTEN	d	17 02		19 05	19 09	19 56	22 03		22 03	17 05 18 27
AVIEMORE	a	17 10		19 15	19 20	20 03	22 10		22 10	17 16 18 35

Heavy figures denote through carriages
Light figures denote connecting services
For general notes see page 2

For other trains between Granttown-on-Spey West and Boat of Garten see Table 28

- A Through train to Cairnie Junction arr 07 29
- B Through carriage to Aberdeen arr 11 50
- C Through carriage Keith Junction dep 09 40 to Aviemore
- D Until 4 September. Through carriage to Cairnie Junction arr 15 11
- G From 6 September
- H Until 4 September
- J Through carriage Forres to Aberdeen arr 18 49
- K Through carriage Elgin to Keith Junction arr 18 45
- L Through carriage Elgin to Cairnie Junction arr 20 23
- M Except Saturdays to 3 September and daily from 6 September
- R From 6 September. Through carriage to Cairnie Junction on 15 14

b Calls to set down on notice to Guard, or to take up when there are passengers on the platform
c On Saturdays departs Boat of Garten 11 26 and arrives Aviemore 11 33



Weekly Notice No. 41

DAVID WHITEFORD examines the pedigrees of two generations of WAGR Weekly Notices Nos. 41

While reading 1909 WA Government Railways' Weekly Notices I was struck by how extensive the special train notices were in Weekly Notice 41. It contained more than any other issue that year excepting public holidays. So I wondered how the special trains in that issue compared with Weekly Notices 41 in 10 year intervals through the 20th Century.

Where consist details were provided, this has been summarised against each train. Station spellings are as at the time (e.g. Kalamunnda)

1909 (Total of 17 'return' workings, and 5 single)

Sat October 9

Canning Park Turf Club Races. 1 horse and 3 pass trains ran to the short racecourse branch terminus.

Perth Hockey Club Ball, Cottesloe - No 181 Meat train ex Fremantle to have AE carriage and collect passengers at Cottesloe, setting down any station to Perth.

Lakeside Races - 1 return passenger train ex Kalgoorlie to the terminus of this short branch from Kamballie at the end of the Golden Mile.

Wigg & Son employees' picnic - 2 AR coaches attached to #25 ex Perth to Armadale, returning on #22.

Sun October 10

South Western Railway flower excursion, Fremantle - Pinjarra return (8 coaches).

Mon October 11

WAGR Eastern and Eastern Goldfields Railway employees' picnic, Northam Racecourse. Various altered trains plus specials from Northam and Beverley.

Tuesday October 12

Pingelly Show - altered trains.

Chas. Moon & Co employees picnic. AR carriage attached to 1.20pm ex Perth to Kelmscott, return by #22, 9.42pm.

Wednesday October 13

Trafalgar Methodist Sunday School picnic - Trafalgar (Kalgoorlie's suburban Brown Hill loop) to Kurrawang (between Kalgoorlie & Coolgardie) & return (6 coaches)

Eastern Goldfields Railway employees' picnic, Malcolm Racecourse. Altered trains

for Leonora and Laverton branch employees.

Newcastle (Toodyay) Show - Clackline to Newcastle to Northam extra mixed.

Geraldton Show (also Oct 14) - Additional mixed train Geraldton - Northampton return and altered trains on other lines.

Thursday October 14

Newcastle Races. Clackline - Newcastle - Northam additional mixed.

Day Dawn Races - 1 passenger train ex Cue and 1 ex Day Dawn to the racecourse at 257m20c south of Day Dawn. Only one passenger train returned from the racecourse.

Narrogin Show - Altered trains on all lines and Wagin - Northam (sic) extra mixed and Wickiepin - Narrogin extra return mixed

9, 16, 23, and 27 October

Land Sale - Denmark. Altered services on train days with additional return mixed trains from Albany on Sat 16 and Wed 27 October.

1919 (Total of 6 'return' workings [one being conditional] and 5 single)

Saturday October 11

Goodwood Races - 1 horses/ pass ex Fremantle and 3 pass. ex Perth with 2 pass. to Perth and the Fremantle horses/pass run for returns.

Perth - Fremantle relief special, 5.40pm (actually a continuation of one of the above race trains ex Goodwood to Perth)

Sunday October 12

Mundaring Weir excursions - 1 train from Perth, 1 from Midland, both returning to Perth. (7 coaches from Perth, other train not specified but it was a conditional service rather than guaranteed) (Note - this line was taken over by the WAGR in 1909)

Thursday October 16

Nangeenan State Farm Field Day (near Merredin). Coaches attached to #99 goods ex Northam, and #102 ex Merredin.

Friday October 17

Narrogin Show. Additional mixed Wickiepin - Narrogin return, and Kondinin to Narrogin. Altered services on other lines.

1929 (Total 19 'return' workings and 3

single)

Saturday October 12

WA Turf Club Races - Belmont (Ascot). 1 horses, 6 passenger trains to Belmont (1 horse and 5 pass return).

Football - single Perth Subiaco, Perth - Claremont, and Fremantle - Perth extra passenger trains.

Sunday October 13

Mundaring Weir excursions - 2 Perth - Weir returns.

Northern District railway employees' picnic White Peak (Geraldton - Northampton) - 2 return passenger trains ex Geraldton.

Seaside excursion - Mullewa - Geraldton return.

Fremantle Railway Ambulance Corps - Fremantle - Serpentine return (via Jandakot) (7 coaches)

Wednesday October 16

Cunderdin Races. Mixed South Beach - Cunderdin return (many horses would have been loaded at South Beach, near Fremantle)

Pingelly Show. York - Pingelly and Narrogin - Pingelly extra mixed trains.

Thursday October 17 & Friday 18

Narrogin Agricultural Show. Services altered on all lines plus additional Narrogin - Brookton and Narrogin - Wagin return mixed trains.

Saturday October 19

Girl Guides Rally, Claremont. Perth - Claremont return extra.

Geraldton Anglican Sunday School Picnic. Geraldton - White Peak return passenger.

Sunday October 20

Yilgarn & Merredin District railway employees' picnic - Boddalin. Kellerberrin - Boddalin and Southern Cross - Boddalin return passengers.

Bunbury - Collie excursion return passenger.

WA Centenary Tour to South West (an early RESO type tour) 16-21 October. 7 coaches and brakevan took in the SW main line, Picton to Pemberton and Boyanup to Busselton.

1939 (Total of 6 'return' and 2 single workings - RESO / Commissioner's

tours counted as returns)

RESO tour of South West, Friday 13 - Monday 16 October. 7 coaches and brakevan. SW Main line, and Picton - Pemberton.

Thursday 12 & Friday 13 October

Narrogin Agricultural Show. Narrogin - York mixed and York - Narrogin goods, and altered trains on all lines.

Friday October 13

Workmen ex Northam Military Encampment. Northam - Perth passenger (3 coaches & brake van - & could take 6 bogie freight vans). This was first of a regular Friday night extra train until the camp construction work was completed.

Saturday October 14

First of a series of Saturday only diesel electric railcar excursions Perth to Bunbury departing Perth at 7pm. These trains used the new 'Governor' (ADE) class railcars.

Sunday October 15

Eastern Districts railway employees' picnic, Beverley. 2 extra passenger trains Northam - Beverley return.

Hikers' Excursion to Kalamunnda. 1 train ex Fremantle and 1 ex Perth, and returns.

Monday 9 to Friday 13 October

Great Southern / South West Deputy Commissioner's Inspection Tour (included GSR main, Lake Grace / Hyden / Newdegate; Wagin - Collie - Brunswick; and SW main).

1949 (total 7 'return' workings and 2 single)

WA Turf Club Races, Belmont (Ascot). Saturday 29 October & Monday 7 November. 2 Perth - Belmont return passenger trains each day.

Sunday October 30

Additional Westland Express to Kalgoorlie (6 coaches)

Independent Order of Oddfellows. Perth - Serpentine return (8 coaches)

Manchester Unity Lodge. Perth - Coogee return.

Tuesday November 1

Pinjarra Races. Fremantle - Pinjarra return horses & passenger train. With connecting horse box workings from & to South Beach and Belmont.

Saturday November 5

Perth - Mullewa additional passenger train with new diesel electric train 'Crowea'. This was a promotional run of the new 'Wildflower' (ADF) power car and trailer

set, with 'Crowea' replacing steam trains on #73/74 Perth - Mullewa returns from Monday 7th.

Sunday November 6

Hyde Park Dart Club - diesel electric railcar & trailer Perth - Coogee return ("Governor" [ADE] class railcar)

Mt. Lawley Bowling Club - diesel electric railcar Perth - Harvey return.

1959 (Total 3 'return' workings and 1 single)

Sunday October 11

WA Football League Grand Final (Aussie Rules!) - Additional Perth to Kalgoorlie #85 passenger.

Wednesday October 14

York Races - special buses Perth - York and return.

Friday October 16

Railway Centre St John Ambulance. Perth - Mt Helena return.

Wednesday 21 - Sunday 25 October

RESO Train - Perth to Pemberton & return (WA Timber Week). 9 coaches and brakevan.

1969 (Total 10 'return' workings, but one was cancelled)

Sunday October 19

Westralian Farmers Social Club. City (Perth) - Mundijong (out via Fremantle, return via Armadale). (6 coaches, 2 brakevans)

Bassendean Junior Football Club. Bassendean - Serpentine (out via Fremantle, return via Armadale). (4 coaches, 2 brakevans)

BP Social Club. City - Dwellingup. (6 coaches, 1 brakevan, 2 'F' class diesel locomotives)

Midland Loco & Traffic Employees' Picnic, York. Midland - York return (10 coaches)

Wednesday October 22

Inglewood Autumn Club diesel train ("ADF" power car & 2 ADU coaches) Perth - Toodyay. CANCELLED.

Sunday October 26

National Trust. Perth - Dwellingup (5 coaches, 2 brakevans, 2 'F' class diesel locos)

Readymix Social Club. Perth - Mundijong (out via Fremantle, return via Armadale). (8 coaches, 2 brakevans)

Sunday November 2

State Housing Commission Social Club.

Perth - Serpentine (out via Fremantle, return via Armadale). (4 coaches, 2 brakevans)

Saturday November 8

Children's' Activities Time Society. Fremantle - Gingin (4 coaches, 2 brakevans)

Sunday November 9

Australian Railway Historical Society. Perth - Gingin (5 coaches, DM class steam locomotive).

Note 1) - the ARHS special was the only steam working. All others where specific motive power wasn't mentioned were to be "suitable diesel locomotive".

2) - Trains via Fremantle used the new Kwinana - Mundijong line that replaced the Fremantle - Jandakot - Armadale line that was mentioned in 1929.

3) - Perth station had been renamed "City" to avoid confusion with the new "Perth Terminal" standard gauge station, a change that fortunately only lasted a few years.

1979 (Total 5 'return' workings)

Thursday October 18

Beverley Races - buses Perth - Beverley return.

Mental Health Services. "Prospector" Perth Terminal - Northam. (1 WCA power car)

Sunday October 21

Hotham Valley Tourist Railway. City - Dwellingup (5 coaches, 2 brakevans, F class loco)

Monday October 22

WA Veteran Car Club (National Rally). "Leschenault Lady" vintage train Bunbury - Lowden (Donnybrook - Boyup Brook line) return.

Thursday October 25

6PR radio station. "Prospector" Perth Terminal - Northam return (1 WCA power car & 1 WCE trailer).

1989 (Total 2 'return' - bus - workings)

Wednesday October 25

York Races. Buses East Perth Terminal - York return.

Thursday October 26

Northam Races. Buses East Perth Terminal - Northam return.

Note: to be fair to 1989, the previous weekly notice (#40) recorded 4 Hotham Valley Tourist Railway and 1 ARHS specials, all listed to run before W/N 41 printed.

1999 (Total 3 'return' workings)

Saturday October 9 and Sunday October 10

Hotham Valley Tourist Railway. Midland – Toodyay return each day.

Wednesday October 13

Hotham Valley Tourist Railway. Pinjarra-Dwellingup.

Saturday October 16

Hotham Valley Tourist Railway. Perth – Harvey (Harvey Show).

NOTES

Throughout the 20th Century, there was much variety in the special passenger trains run. Hired specials were not a more recent railway enthusiast phenomenon, and country races and shows required at least altered timetables of scheduled trains if not additional workings, with most country towns hosting a show each year. Buses took over from trains in the limited race traffic left by the 1960s and they moved from Perth station to the new standard gauge & country bus terminal at Perth Terminal (later East Perth Terminal) some time after 1979.

Adding coaches to late night goods trains was a common occurrence in the early 20th Century with many examples found of goods trains ex Fremantle or Perth having to depart from the passenger station instead of the goods yard, although the 1909 example was a goods only until Cottesloe.

While Lakeside was the terminus of a general purpose branch line, the Kalgoorlie region had two special race course stops that saw many special trains - Somerville (a special stop on the main line between Kalgoorlie and Binduli) and Coolgardie where there was a racecourse branch to the west of the town. Special trains would also run to Kanowna and other centres where race meetings were held.

White Peak, on the Geraldton - Northampton line, was the location of a substantial quarry operation that sometimes had special goods train timetables (a future article in its own right?). It was a popular destination for picnic trains.

WAGR employee picnic trains appear above until 1969 and each district usually had its own special day each year, with venues varying. One of the biggest was the

metropolitan area picnic, usually held at Coogee and requiring many trains! (another worthy article there!)

The SW Flower excursion, Mundaring Weir, and Mullewa - Geraldton seaside excursions are examples of WAGR initiated excursions that were very popular and often repeated many times through the year. Bunbury, Busselton and South Beach (near Fremantle) were also recipients of many seaside excursion trains in the hotter months. Surprisingly, Albany was never in the same league.

By 1999, the details of special trains were issued by Special Train Notice and only a summary was published in the Weekly Notice. – no more information than I have given in the 1999 entry. By 1999 only the Hotham Valley Tourist Railway was regularly running hired specials in Western Australia and 10 years on, 2009, there are no hired specials run on WestNet rail (former WAGR) lines – with the exception of the short Pinjarra to Alumina Junction section where HVR gains access to the Dwellingup line which is effectively operated solely by HVR.



Excursion to South Beach, 1923)

Narrabri

From Jim Wells

This was interesting – even quite late the NW Mail was leaving Sydney very early – I think around 6 and it was the last of the long distance trains to go into Newcastle.

I suspect that the issue was sensitive with Newcastle merchants who would have lost business once the Sydney line was completed. Much the same problem arose in Qld with Rockhampton merchants when the NC line was extended there.

Response from Ian Brady

I think this had more to do with a need to get to Inverell by 6.00pm in steam days. Also on the other branch lines worked by rail motors, to get there and back to, e.g. Narrabri/Moree, to terminus and back before return mail about 8.00pm. Reversal into Newcastle was convenience to use that facility when no other remaining trains did so. There was also the up 'mail' on Sunday morning which went there which I experienced once when quite small.

Strange signs

1. From Albert Isaacs

The peculiar, albeit fascinating, Sydney Central sign illustrated on page 16 of The Times (February 2010) is one of a couple of dozen such signs that were offered in Charles Leski Auctions' November 2009 and February 2010 general sales. As you are aware, I am responsible for inspecting, describing, valuing and cataloguing all such railway items for CLA. Therefore, I'm sure that you half-expected a letter from me in response to the article "Lovely sign writing – pity about the spelling". Now you're not disappointed.

Let me make the following comments:

* The station you describe as "Doneybrook" actually has a space between the 'y' and 'b' meaning that, according to the sign-writer, it's actually Doney Brook with is even worserer.

* You mention the mizspelleration of Doney Brook, Sumerton, Eucha and Beverage. Now, don't forget Craigeburn.

* Next to Eucha is a manuscript addition, undecipherable in the photo. Let me tell you that this is the Goulburn Valley town of Moorpoona.

* Obviously, most of the other signs in this wonderful collection deal with NSW no-

menclature and, as would be expected, the spelling is better. The only other error that I picked up was on a Parcels' Van sign, presumably from Regent Street, for a Wagga (no repeat of the name on the sign) service which included a service for Holebrook. Ironically, Holebrook is not that far from the Victorian border.

At the conclusion of your article you say: "this board probably never graced the entrance to No 2 platform at Central". I tend to disagree with you on this. My reason being the three additional stops added in manuscript, in three different hands. To me, this certainly suggests that it was a working document (working board?) that was constantly modified to fit changing circumstances.

Whether you or I are right about the sign's usage, I certainly agree with you that this unusual sign was most worthy of comment. All of the signs in this comprehensive collection are by their nature, one-off hand-painted signs that would have graced Central, Regent Street or even Darling Harbour.

Actually there's a second reason why I think that the illustrated sign was actually used. If one looks at the illustrations of all the signs in this marvelous collection, <http://www.livebidonline.com/catalogues/common/catalogue.php?pagecode=4TRAI&eventid=358> and <http://www.livebidonline.com/catalogues/common/catalogue.php?pagecode=4TRAI&eventid=363>, one will see that there are a number of signs that appear to be the work of the same sign-writer. Interestingly, many of the other signs from this particular artisan suggest that his railway work was done during the 1950s. That being said, it does not take away from the point made in the original The Times article that it would be hard to have got from Sydney to many of the listed stations.

In relation to other signs in this collection, I love the black on yellow hanging metal sign: "This carriage for passengers for LITHGOW to MUDGEE", obviously from the combined Mudgee/Cowra Mail which, for many years, split at Lithgow. Whilst the train-related signs would be of the most interest to timetable collectors, the collection also contains some other signs of interest:

* "The ashpan must be flushed every time the fire is cleaned or the shakers are used also every 30 miles when running on Pas-

senger and every 15 when running on Mixed or Goods trains." Can't you see the loco enthusiasts drooling over that one?

* "All engines must BLOW DOWN at this point before departure. By order P. Coady D.L.E.". The obvious question is: was the double-entendre meant or was it unintentional? The same question applies to a British sign from yet another collection handled by CLA and offered in December 2007: "Great Western Railway. Apprentices failing to grease these nipples thoroughly at hourly intervals will forfeit two days pay. By order E.L. CHAPMAN, Manager, 1st August 1863".

* "When running beneath Electric overhead wires do not climb on tender, keep your fire irons down". This cab sign would presumably date from the early days of suburban electrification, when steam train drivers and firemen were not yet familiar with the problems of running under catenary.

* Finally, my personal favourite, a sign once found at the end of virtually every NSW platform: "NO WAY Trespassers will be prosecuted". Now, although the "NO WAY" section was much bigger than the rest of the wording, there was not actually a full-stop after "WAY". To my mind, this is a classic example of the way the English language keeps evolving – a sign that now means the exact opposite to what was originally meant!

During my period running the AATTC's auction, my period at Charles Leski Auctions and my period retailing to rail enthusiasts, I have always said that one never knows what one will be offered and one never knows what gems are still out there still waiting to be discovered. The fact that this collection of NSW signs and other similar gems came from the deceased estate of a former collector who does not appear to have been known by any of the NSW collectors that I've spoken to, proves this point.

2. From Tony Bailey

Could I add two further comments - one about the board and one about collectors?

1) Was there a matching board with the NSW stops ending with "Albury change for...??"

2) On the number of times that I visited the late Railway Shop in Sydney I was intrigued at the number of customers in there who were NOT customers at the ARHS

Bookshop, suggesting that there were two divergent markets.

3. Response from Albert Isaacs

Go to <http://www.livebidonline.com/catalogues/common/catalogue.php?pagecode=4TRAI&eventid=363> and <http://www.livebidonline.com/catalogues/common/catalogue.php?pagecode=4TRAI&eventid=358> and you'll get some idea of the amazing diversity of signs in this collection.

I disagree! There aren't two divergent markets there are dozens of divergent rail-fan markets. Photographers; preservationists; loco men; signalers; book collectors – they all think that their stream of Gunzeling is the only legitimate form.

More on Australia's First Timetable

From Jim Wells

I know you don't normally read the back page – not interested in football scandals, or why the cricket team is always winning. But please do read the back page of "The Times" because it's often of more than passing interest.

The December 2009 edition had a back page headed "Australia's First Timetable". It was not so much a time table as a record or log of a journey. The journey or rather voyage was that of the first fleet sailing to Australia in 1787/88.

It's a fascinating document giving, for each day, position, weather details and the moon's age in days. Last and maybe least is a record of the number of sick on board. This varied from seven to nine.

Position is given by latitude and longitude. The accurate recording of longitude was a fairly new technique, depending as it did on high precision chronometers, or clocks. On this I can thoroughly recommend the book by David Sobel "Longitude" (my edition published by the Fourth Estate 1998).

This data really does lend itself to graphics (see next page).

The story begins on November 13th 1787 with latitude 34 08, longitude 16 41. The second pair of digits refers to 'minutes', there being sixty in a degree. This would have been just a day or two out of Cape Town, South Africa where the fleet had spent some time preparing for the last long leg of the voyage.

For the next seven days navigational frustration set in as, instead of sailing south east to round the Cape of Good Hope and Cape Agulhus, the most southerly point of the continent, they went sideways. That's



right, sideways, west instead of east.

Indeed on the 20th the log gives their position as longitude 10 23, about 6 degrees further west than on the 13th. A rough estimate of distance suggests about 600 km off course in longitude terms.

How did this happen? The clue of course is given by the reported weather conditions. The prevailing winds were southerly to easterly, not particularly strong.

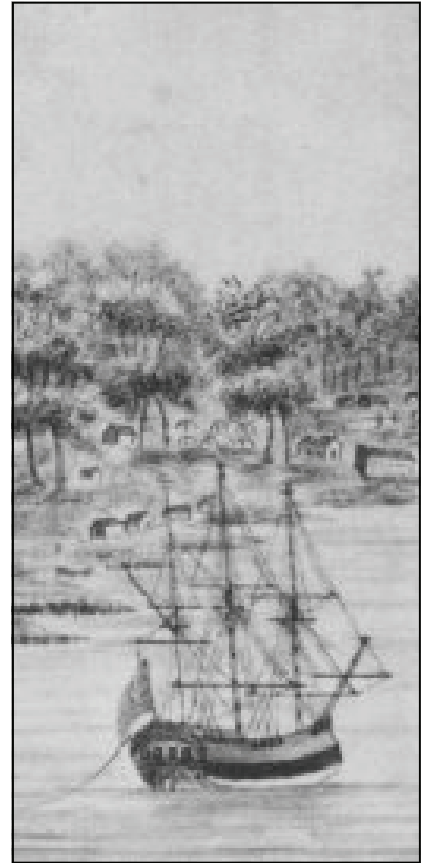
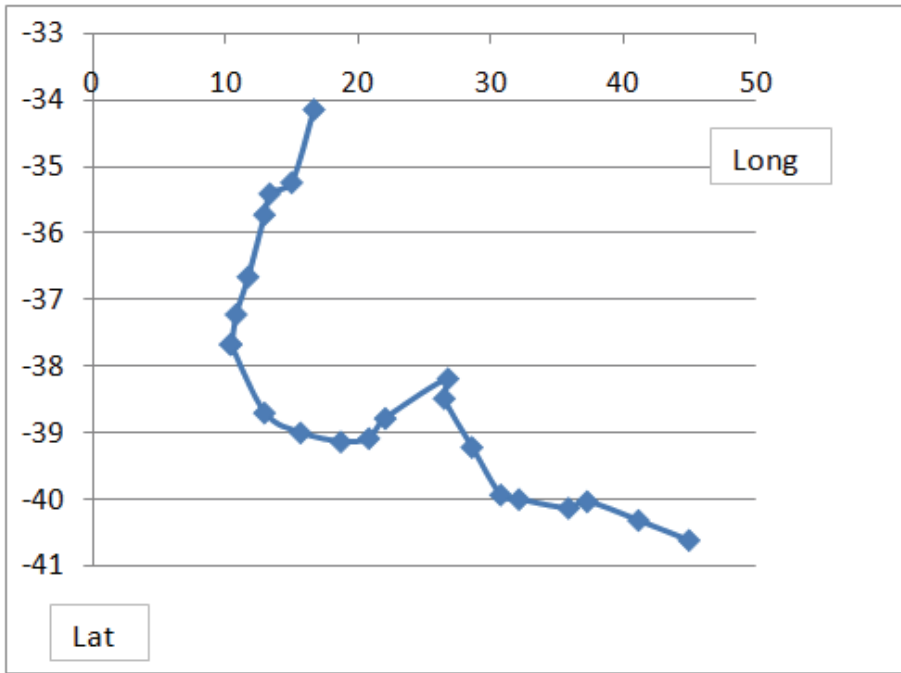
No sailing vessel can sail directly into the wind but they can sail 'close' to the wind by pulling the sails in to be abeam the vessel. Do please excuse my sailing ignorance if I haven't got this quite right; I did learn to sail in my youth. I call this process tacking and depending on the direction one

wants to go leads to 'going about' where the sail is repositioned to the other side. Watch your head as the boom swings over.

Square rigged ships do not sail close to the wind well. A lot of crew effort would be involved in reefing the top sails and then hauling the larger lower ones into position and securing them. The strain on the gear, including the rudder, would be substantial. The ride (?) would be poor.

That's the bad news. The good news was that they did achieve substantial southerly progress which put them more into the roaring forties belt. On the 20th they were at latitude 37 40, three and a half degrees south of their position on the 13th. We can be far more precise about the distance as it doesn't vary along lines of longitude –





about 390 km based on 111km per degree.

After the 20th they continued to sail southerly but now easterly as well, moving from 10 23 of longitude to 44 54 on December

4th. Winds were westerly; the ship would have had all sails set and the ride would have been pleasant. But it was far from smooth sailing with wide variations in the distance achieved per day.

